Procurement of diesel by Railways

†1901. SHRI RAJ MOHINDER SINGH MAJITHA:
DR. MURLI MANOHAR JOSHI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways gets diesel on discount;

(b) if so, the rates at which Railways struck a deal to procure diesel from oil companies during the years 2004, 2005 and 2006; and

(c) to what extent this rate is less than the one at which diesel is sold to ordinary consumer?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes Sir.

(b) The year-wise discount availed by Railways is as under:

In the year 2004—Rs. 600/- per Kilo litre.

In the year 2005—Rs. 1035.27/- per Kilo litre.

In the year 2006—Rs. 1125.27/- per Kilo litre.

(c) In Delhi, it is cheaper to Railways by Rs. 1627.50 per Kl. as compared to ordinary consumer. However, this difference varies from State to State.

CAG report about Pay Roll and Independent Models

1902. SHRI C. PERUMAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether report of the Comptroller and Auditor General of India pertaining to Pay Roll and Independent Models (PRIME) application developed by Railways has revealed that three zonal railways including Southern Railway have been found guilty of sub-optional use of computerized application;

(b) if so, what action has been taken to convert the situation;

(c) whether Southern Railway is fully equipped for implementing of the application; and

(d) if not, the reasons therefor?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. The Comptroller & Auditor General's report states about sub-optimal use of the application on South Eastern Railway, Western Railway and Southern Railway.

(b) The Railways are implementing the application in a phased manner. A majority of modules of the application have been implemented and the remaining modules are in the process of implementation. Further, now a decision has been taken for centralised implementation of the application to expedite the implementation process.

(c) Southern Railway is taking necessary action to put in place necessary infrastructure to ensure implementation of the application completely in a phased manner.

(d) Does not arise.

Dilapidated rail bridges

1903. SHRI HARISH RAWAT:
SHRI SANTOSH BAGRODIA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Chief Commissioner of Railway Safety (CCRS) has raised serious questions on the aging railway bridges in one of its recent reports;

(b) if so, whether the clearance of CCRS been taken before implementing the plan to introduce heavier locomotive and rolling stocks;

(c) whether any study has been done on the weight bearing capabilities of such aging structures;

(d) if so, whether the findings confirm the objections of CCRS in its report; and

(e) in what way the money under Special Railway Safety Fund being utilized for strengthening the bridges?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The Commission of Railway Safety raises important issues related to safety in train operations through its Annual Reports from time to time and more than 50 such issues have been raised by the Commission in last 10 years. One such issue raised in the Annual Report of 2004-05 was regarding the health monitoring of railway bridges particularly old